

Martell's
Brandy
are known and asked for
all over the World
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central
458

The China Mail.

ESTABLISHED 1845.

D. C. L.
Old Tom Gin.
The most reliable Gin
on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central
458

No. 12,907

號十月八年四零百九千一英

HONGKONG, WEDNESDAY, AUGUST 10, 1904.


日九廿月六年辰甲

PRICE, \$3.00 Per Month.

WHISKY.
V. O. B.
BLENDED
BY
Charles Mackinlay & Co.,
LEITH.
\$1200 per Case.
MACWEN, FRICKEL & CO.,
3, DUDDELL STREET,
Hongkong, July 26, 1904. 2547

Wanted.
WANTED.
A **FOREMAN** (Chinese) to look after
Building Work generally, must be
able to speak and write English, and ac-
customed to Outdoor Building Work.
Apply to **Office of Works,**
M. NAVAL YARD, Hongkong
Hongkong, August 8, 1904. 1455
WANTED.
A **SECOND-HAND ENGLISH**
BILLIARD TABLE
Apply
Care of 'China Mail' Office.
Hongkong, August 5, 1904. 1438
WANTED.
A **EUROPEAN ASSISTANT** for an
Office.
Apply
Care of 'China Mail' Office.
Hongkong, August 5, 1904. 1439


Intimations.
NOTICE.
AN EXCESS OF \$90.00 was by MIS-
TAKE PAID ON SATURDAY
Afternoon, 6th Inst., by a Gentleman,
accompanied by a boy, who made some
purchase. If the said Gentleman will
call at our Store, the Money will be
RETURNED to him.
WING SUN & CO.,
No. 54, Queen's Road Central.
Hongkong, August 8, 1904. 1457
JUST ESTABLISHED.
WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL.
(Premises formerly occupied by Messrs
C. J. GARD & Co.).
High-class Tailors & Outfitters.
Shirt and Breeches Makers.
Fitting, Quality, Workmanship Guaranteed.
Prices Very Moderate.
NOW SHOWING: New Lot of ST-
WATS, FELT HATS, PANAMA, UMBRELLAS,
WALKING STICKS, BOOTS and SHOES, &c.,
&c., &c.
Inspection Invited.
Telephone No. 467.
Hongkong, August 4, 1904. 1429
THE AMERICAN SYSTEM
DENTISTRY.
DR. M. H. CLAUON,
37, DES VUEX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1386
BOARD AND RESIDENCE.
ASTOR HOUSE.
(Old Government House)
186, QUEEN'S ROAD EAST.
Terms: \$3 per Day—\$40 per Month.
Comfort of Visitors Guaranteed.
Apply on the Premises.
Hongkong, August 9, 1904. 1460

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
THE PRINCE OF WALES
Supplied at all the leading Clubs and
Hotels, and to be obtained from **LANE,**
CRAWFORD & CO., Queen's Road
Central

Business Notices.
MAGNOLIA
ANTI-FRICTION
METAL
SOLE AGENTS:—
W. S. BAILEY & CO.,
Engineers,
HONGKONG.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.
Hongkong-Canton Line.
s.s. HONAM, 2,383 tons, Captain R. D. Thomas.
s.s. POWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
s.s. PATSHAN, 2,280 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain B. Brunch.
s.s. KINSHAN, 2,880 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.
SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,908 tons, Captain R. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.
Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about 6 1/2 days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents **CHINA NAVIGATION CO. LTD.**

DR. NEWELL WILSON,
DR. WILLIAM DANIEL,
DENTISTS.
—
LATEST, AMERICAN METHODS.
REASONABLE FEES.
NO CHARGE FOR EXAMINATIONS.
Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.
31, QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2206
DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL.
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1379
SIEN TING,
Surgeon Dentist,
No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1903.

Bovril is
Strength.
In these days of in-
creased commercial activ-
ity strength and perfect
health are needed more
than ever. Bovril taken
regularly is most strength-
ening and sustaining. It
keeps the system in the
very pink of condition.

To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.

CHEE WING & CO.,
28 & 29, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

PURE LINSEED OIL
Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.
MANUFACTURED BY
THE GOREPORE CO. LD.,
CALCUTTA.
Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.
W. R. LOKLEY & CO.,
Sole Agents,
Hongkong.
Cable Address 'LOKLEY', Hongkong.
Hongkong, July 22, 1903. 1510

KING EDWARD
HOTEL
A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hotel at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1902. 128

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
Bell's Asbestos 'Daguer,' 'Damon,' and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vulcanized Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insertions, and Ropes.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Bell's Asbestos Packing Cocks, Stop Valves, and Gauge Columns. Steam Gauges and
other instruments always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
Office, 6 Des Vaux Road,
opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.
FURNISHING DEPARTMENT.
IVORINE and CREAM LACE CURTAINS,
4, 4 1/2 & 5 Yards Long, from \$5.00 Per Pair.
NEW DESIGNS IN LACE-EDGED MUSLINS,
ART and FIGURED MUSLINS.
FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS and COLOURINGS.
THIN SUMMER BLANKETS from \$3.50 each.
WHITE and COLOURED BED QUILTS
from \$4.75 each.
NEW STOCKS OF THE ABOVE JUST RECEIVED. INSPECTION INVITED.
LANE, CRAWFORD & CO.
MARINE MOTORS and MOTOR
LAUNCHES.
THE Undersigned is Agent in China for LISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
Price Lists on application.
A SAMPLE BOAT NOW OPEN to Inspection in Hongkong Harbour.
G. C. MOXON,
5, VICTORIA BUILDINGS, QUEEN'S ROAD.
1454
D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.
THE Undersigned informed that my Parlours are open from 9 A.M. all day. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmonious, and produce a charming effect not
attained by any other, as their composition is only known to me. H. R. H. The Duke
of York and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

THOMAS' HOTEL.
A FIRST CLASS HOTEL, most centrally situated, Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, August 1, 1904. 1413
CARLTON HOUSE
10, ICE HOUSE LANE.
FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.
COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.
For Terms, apply to
B. F. HOWARD, Lessee and Manager.
Hongkong, July 2, 1904. 1226

ZETLAND HOUSE
SUPERIOR ACCOMMODATION.
(Opposite Connaught House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Mrs. WATLING, Proprietress.
Hongkong, July 27, 1904. 1374
MACAO AND CANTON
HOTELS.
A LITTLE CHANGE.
THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.
Wm. FARMER,
Proprietor.
Hongkong, March 10, 1904. 482
THERMAGATE OF HONGKONG.
METROPOLE HOTEL.
THREE Miles out on the Shau-ki-wan
Road—half an hour by Ricksha.
THE ONLY HOUSE ON THE ROAD.
The popular resort of the Colony, occupying
a Charming Seaside Situation and
commanding the most extensive view of the
Harbour and Kowloon Peninsula.
Electric Tramways now pass the Door.
There is also Accommodation for a few
Boarders.
GOOD SEA BATHING.
REFRESHMENTS Served of the First
QUALITY ONLY.
PRIVATE DINNER and DINNERS
Prepared in First-class Style on the shortest
notice.
Dinner Parties and Picnics Catered for.
JAS. CHRISTIE,
Proprietor and Manager.
Hongkong, July 28, 1904. 1385

THINK . . .
WHAT the Possession of a SEWING
MACHINE Means.
And of course the SINGER is the Best.
PURCHASE BY
EASY MONTHLY INSTALLMENTS.
SHOWROOMS:
1, WYNDHAM STREET.
Hongkong, July 28, 1904. 1282
NOTICE TO SHIPPERS.
THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service, and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VICTO-
RIA, B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA
in connection with the GREAT NORTH-
ERN RAILWAY from SEATTLE as
hitherto, by the Steamers of the NORTH-
ERN PACIFIC S.S. COY., BOSTON
STEAMSHIP and TOWBOAT COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.
For further Particulars, apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, May 20, 1904. 1400
BOARD and RESIDENCE.
'KILLADOON.'
ON North Spur of MORRISON HILL,
131, WANCHAI ROAD.—Light,
Airy and Well-furnished Double and Single
Rooms with full view of the Harbour.
With or without board.
For Terms, apply on the Premises, to
Mrs. C. S. WEBB.
Hongkong, July 20, 1904. 1381

Business Notices.
GREEN ISLAND CEMENT CO., LTD.
Portland Cement.
In casks of 375 lbs net, \$5.00 per cask, ex Factory
In bags of 250 lbs net, \$3.00 per bag, ex Factory
FACTORIES—HONGKONG AND MACAO
Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.
FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.
For further particulars, apply to
Shewan, Tomes & Co.
GENERAL MANAGERS

MAC LAREN'S
CANADIAN CHEESE
In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, May 6, 1903.
FAIRALL & CO.
HIGH-CLASS
DRESSMAKERS, MILLINERS,
AND
GENERAL DRAPERS.
CORSETS and SHOES A SPECIALITY.
Hongkong, August 9, 1904. 1098

THE
HONGKONG HOTEL.
REPLETE WITH EVERY LUXURY.
ELECTRIC LIGHT AND FANS,
LARGE and AIRY RECEPTION ROOMS,
READING and PRIVATE BILLIARD ROOMS;
EUROPEAN CHEF.
2196

CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK and PRINCIPAL
OFFICES.—EXCELLENT CUISINE and WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply
THE MANAGER.

THE
VICTORIA DISPENSARY,
Wine and Spirit Merchants.

WHISKIES:
Glenorchy, Lochaber, Claymore,
Finest Old Scotch, Daniel Crawford's,
Bourbon, 'V. R. O.' Liqueur (square bottle),
Watson's 'E' Liqueur.
PRICES ON APPLICATION.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
Mercantile Navy List, and Maritime Directory, 1904. \$6.00
Brassey's Naval Annual, 1904 13.00
Whitaker's Almanack, 1904 2.50
Collin's Graphic English Dictionary, illustrated with Numerous Engravings and
16 Full Page Coloured Illustrations 3.00
With the Tibetans in Tent and Temple, by Rijnhart 4.00
Manchuria and Korea, by J. Whigham 6.00
Stanley Gibbon's Stamp Catalogue; 2 Vols. 5.00
Later Magic 3.00
The Bridge Book, by Dunn 2.00
Advanced Bridge, by Elwell 5.00
How to Win at Bridge 1.00
Wide World Magazine; Volume 12 2.00
The China Martyrs of 1900, by Forsyth 6.00
Pitcher in Paradise, by Binetead 2.00
The Art of Swimming, by Jarvis00
The Vanguard, 'A Tale of Korea,' by Gale 6.00

AQUARIUS.
AQUARIUS SPARKLING MINERAL TABLE WATER
(Made from Pure Treble Distilled Water).
AQUARIUS SILENT WATER.
AQUARIUS TONIC WATER.
AQUARIUS BELFAST GINGER ALE.
AQUARIUS LITHIA WATER.
AQUARIUS LEMONADE.
AQUARIUS GINGER BEER (Stone Bottles).
THE AQUARIUS COMPANY,
General Managers,
Caldbeck, Macgregor & Co.,
Hongkong, August 4, 1904.
15, QUEEN'S ROAD. 1399

Intimations.

Milkmaid



BRAND
Milk
Guaranteed
Full Cream.



Largest Sale in the World.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINK-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY GLASSES AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

JAPAN



COALS.

MITSUMI BUSSAN KAISHA
(MITSUMI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 108 HURST STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy,
Shanghai, Chioo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimono, Moji, Waka,
Matsue, Nagasaki, Kuchino, Sasebo, Misaki, Hakodate,
Tahpei &c.

Telegraphic Address: 'MITSUMI' (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the

State Railways; Principal Railway Companies and Industrial Works; Home and

Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Yamano, and Ida Coal Mines.

SOLE AGENTS for Hokoku, Honda, Kanada, Fujinohara, Mameda, Mandara,

Onoura, Utsuji, Saenbara, Tanakura, Yoshinohara, Yashio, Yuzokubara, and other

Coals.

S. MINAMI, Manager, Hongkong.

ENO'S

A SIMPLE REMEDY

FOR ALL 'FRUIT IMPURITIES

OF THE BLOOD.

SALT.

'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.'—European Mail.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT' Without it you have a

WORTHLESS IMITATION.

Prepared only by J. O. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.

Sold by Chemists, &c., everywhere.



A perfect complexion

depends on delicacy of skin, which is conferred by

'DARTRING' 'LANOLINE'

No imitation can bear the 'Dartrine'

No imitation can be called 'Dartrine'

'DARTRING' TOILET 'LANOLINE'

'DARTRING' 'LANOLINE' TOILET SOAP.

Demand the genuine

Sole Agents: 65, Market Street, London, Eng.

A PERFECT BEVERAGE.

Preferred by Connoisseurs
for its high quality and
delicious natural flavor.

van Houten's

Cocoa

Rich in nourishing and
stimulating properties, it
builds up and invigorates
the system.

Best & Goes Farthest.

Intimations.



MITSUMI BISHI KAWAISHA

(MITSUMI BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI.'

which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN

UNION CODES USED.

ALL LETTERS ADDRESSED

MANAGER, MITSUMI BISHI CO., WITH

NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOI, KOBE, KARATSU

AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. THOMP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ANAYA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the

State Railways; Principal Railway Companies and Industrial Works; Home and

Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,

Shanghai, Hankow, Singapore, Manila,

North China, Korean ports and America.

SOLE PROPRIETORS of Takashima,

Ochi, Shimizu, Namatsu and Kami-

Yamada Collieries, and also Hojo Colliery,

which will be ready to produce on a large

scale the best Buzon Coal from 1905.

Sole Agents for Kipio, Komatsu (Tagawa)

and Matsushima Coals.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coals produced from the above

Collieries.

Coal sold in 1903 by the Company

amounted to 1,310,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Tak-

ashima Colliery have been completed and

this well-known best and most economical

steam coal in the East is now produced in

abundance and can be supplied in any

quantity.

Hongkong, April 25, 1904. 777

NOTICE.

A. H. WONG, who was formerly in the

Employ of our Company as 'HAI-

BOUR MAN' has now been DISMISSED.

He has now nothing to do with our

Company.

Customers, who favour us with any

Orders, are requested to send to our Office

at No. 25, PRINCE STREET, WANCHAI.

TUNG TAI TSEUNG KEE & CO.,

Engineers and Shipbuilders,

Wanchai.

Hongkong, July 28, 1904. 1378

AH WONG AND AH SON.

ENGINEERS.

6 & 7, ALBANY STREET, WANCHAI.

HAVE FOR SALE:

DONKEY-POWERS, STEAM WINCHES and

WINDLASSES, DYNAMOS and ENGINES.

Hongkong, August 4, 1904. 1430

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under American

Management. First-class Cuisine.

Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE,

Proprietor and Manager.

Hongkong, January 20, 1904. 135

HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK.

near the TRAM TERMINUS. Telephone 56

For Terms.

Apply to the MANAGER. 741

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18 MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL & CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

SPONGER (SPONGES!!) SPONGES!!

JUST UNPACKED.

A Varied Assortment of TOILET and

NURSERY SPONGES of different

sizes and prices.

Quality as regards durability will speak

for itself.

Inspection Earnestly Solicited.

H. RUTONJEE,

No. 5, D'Almeida Street,

38 to 38, Elgin Road, Kowloon.

Hongkong, July 30, 1904. 1398

Auctions.

PUBLIC AUCTION.

THE Underigned has received instructions
to Sell by Public Auction,
on

SATURDAY,

the 13th August, 1904, commencing at
2.30 P.M., at his Sales Room,
DUDELL STREET.

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE.

(Particulars from Catalogue).

Also,
One 'OPTIMUS' 4-PLATE CAMERA, with
EYEPiece, LENS, TIME and INSTANTANEOUS
SHUTTER, SLIDES, VIEW FINDER, TRIPOD
and CASE, &c., &c., &c.

A Few KODAKS and other HAND CAMERAS
together with a Quantity of PHOTOGRAPHIC
GEAR.

Also,
One No. 5 CARTRIDGE KODAK (7 x 5) with
ACCESSORIES COMPLETE.

Terms:—Cash on delivery.
On View from Friday, the 12th August,
1904.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, August 9, 1904. 1469

Intimations.

CHINA SUGAR REFINING CO.,

LIMITED.

NOTICE.

IN Accordance with the Provisions of

No. 121, of the Articles of Association, the

General Agents have this day declared an

INTERIM DIVIDEND of 5% for the

Year ending 30th June, 1904, on the

PAID-UP-CAPITAL.

DIVIDEND WARRANTS, payable on

MONDAY, the 29th August, will be sent to

Shareholders on application.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from 10th to 25th

Inst., both days inclusive.

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, August 9, 1904. 1465

THE PUNJON MINING COMPANY,

LIMITED.

NOTICE IS HEREBY GIVEN THAT AN

EXTRAORDINARY GENERAL

MEETING of the above Company will be

held at the OFFICES of the COMPANY,

No. 13, Beaconsfield Arcade, on MONDAY,

16th August, 1904, at 4 P.M., when the

subjoined Resolution, which was passed at

an Extraordinary General Meeting of the

Company held on Thursday, 28th July,

1904, will be submitted for confirmation as

a Special Resolution, namely:—

That the Company be wound up volun-

tarily, and that WILLIAM KERFOOT

HUGHES and ARTHUR RYLANDS

LOWE, of Victoria, in the Colony of

Hongkong, be, and they are hereby

appointed, Liquidators for the purpose of

such winding up.

By Order, A. R. LOWE,

Acting Secretary.

Hongkong, August 6, 1904. 1445

THE HONGKONG, CANTON AND

MACAO STEAMBOAT COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY

HALF-YEARLY MEETING of

SHAREHOLDERS in the Company will be

held at the OFFICE of the COMPANY,

No. 18, Bank Buildings, Queen's Road

Central, on TUESDAY, the 10th August,

at 12 o'clock Noon, for the purpose of

receiving a Report of the Directors,

together with a Statement of Accounts,

declaring a Dividend and electing Directors

and Auditors.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 2nd to

the 10th August, inclusive.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, July 26, 1904. 1396

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN THAT THE

ORDINARY HALF-YEARLY

MEETING of the SHAREHOLDERS of the

CORPORATION will be held at the CITY

HALL, Hongkong, on SATURDAY, the

29th day of AUGUST next, at Noon, for

the purpose of receiving the Report of the

Court of Directors together with a State-

ment of Accounts to 30th June, 1904.

By Order of the Court of Directors,

(Sd.) J. R. M. SMITH,

Chief Manager.

Hongkong, July 30, 1904. 1398

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY

MEETING of SHAREHOLDERS

will be held in the Office of the Company,

Queen's Buildings, Chancery Road, on

MONDAY, the 22nd August, at 12 o'clock

Noon, for the purpose of receiving the

Report of the Directors and the Statement

of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 8th to the

22nd August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, July 30, 1904. 1394

BOARD AND RESIDENCE.

O. BARROW TERRACE, Kowloon.

O. Elegantly FURNISHED ROOMS.

Apply on the premises, to

MRS. GRUNBERG.

Hongkong, July 12, 1904. 1387

Intimations.

RAINIER.

BEER.

THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP.

M. J. CONNELL,

7, Beaconsfield Arcade.

SOLE AGENTS:

HONGKONG and PHILIPPINES.

Hongkong, July 28, 1904. 1378

For Sale.

FOR SALE.

(OWNER GOING HOME).

BAY AUSTRALIAN MARE, 8 Years,

14.1. BLACK AUSTRALIAN

GELDING, 9 Years, 14.0.

For Further Particulars, apply to

MASON HAMILTON,

Head Quarter.

Hongkong, August 9, 1904. 1461

FOR SALE.

ONE ICE-MAKING MACHINE, with

GAS ENGINE Complete.

For Full Particulars, apply to

H

IN THE COMMONS.

Chinese Labour.
ENLIGHTENMENT AT HOME.

In the House of Commons on July 4 Mr. Herbert Samuel asked whether the recent embarkation of Chinese indentured labourers at Hongkong was not a contravention of the Anglo-Chinese Convention, which required that they should be embarked only at a treaty port; whether the Chinese Viceroy at Canton had prohibited the recruiting of any more coolies for the Transvaal; and, if so, whether his action was taken as a protest against the infraction of the convention.

Mr. Lyttelton replied that the Convention did not apply to Hongkong, and there had been no contravention of it. It was true that about two months ago the Viceroy of Canton issued a proclamation declaring recruiting for South Africa illegal. His Majesty's Minister in Peking made representations, and the Viceroy had been requested to withdraw the prohibition.

Mr. Herbert Samuel asked whether the coolies embarked at Hongkong were excluded from the purview of the convention?

Mr. Lyttelton: The convention cannot apply to Hongkong, which is not a treaty port but a British colony. The labourers are protected there by the colonial law.

Beri-Beri.

MORE TOO DISPERSED.

Major Seely asked the President of the Board of Trade whether he was aware that by the provisions of the Natal Immigration Act, 1903, the master and owners of any vessel from which any person suffering from a loathsome or a dangerous contagious disease may be landed are liable to a penalty of from £100 to £5,000; and whether the master or owners of the British ship *Tweed* had been subjected to such penalties.

Mr. Lyttelton: I telegraphed to the officer administering the Government of Natal, and received the following answer: "My Ministers suggest that you give the following reply to question: 'It is the custom in Natal to subject persons to penalties after they have broken the law, and not before. The *Tweed* did not infringe the emigration restrictions. No British ships are liable to penalties for engaging in this traffic of conveying Chinese emigrants under a scheme approved by the Government of Natal. Both shipmasters and the Transvaal Government have been duly informed of the requirements of our law.' It will be observed that the Natal authorities rightly do not consider beri-beri to be a loathsome or dangerous contagious disease."

A Japanese resident at the Cape, in the course of an interview with a representative of the *Argus*, said that Japan was probably the only country in which beri-beri had been thoroughly studied. The disease had been found to be not infectious. Rice was one of the principal causes of beri-beri, but the substitution of bread for rice had stamped out the disease in the Japanese Navy, in which it was at one time serious. Although the climate of Johannesburg was inimical to beri-beri, he suggested the summoning of a Japanese specialist.

ATTACKS OF COLIC, cholera morbus, pains in the stomach, dysentery and diarrhoea come on suddenly and so often prove fatal before a physician can be summoned that a reliable remedy should always be kept at hand. Chamberlain's Colic, Cholera and Diarrhoea Remedy has no equal as a cure for these ailments. It never fails to give prompt relief even in the most severe cases. It is pleasant to take and every household should have a bottle at hand. Get it to-day. It may save a life. For sale by All Dealers & LATHROP & Co., Ltd., General Agents.

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieb's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903.

RIGAUD'S KANANGA WATER
OR
JAPAN
(REGISTERED)

The most delightful refreshing Toilet Water. It renders the skin soft and moist, relieves most skin troubles and imparts a delicate fragrance and feeling of comfort.

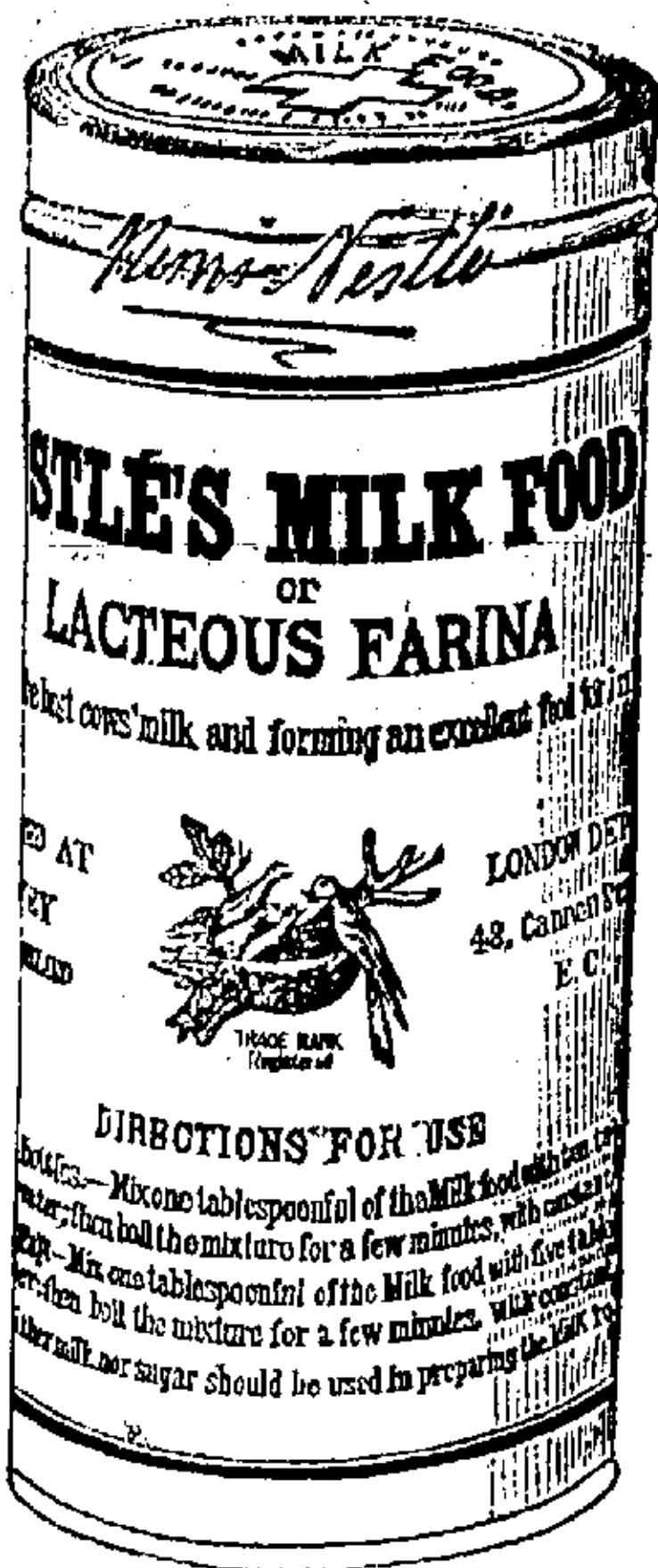
RIGAUD'S CHOICEST NEW EXTRACTS

KANANGA	GRACIOSA
LOUIS XV	IRIS BLANC
ASCANIO	IRIS AMBRE
LUCRECIA	YLANGYLANG
LLAS DE PERSE	PEAU D'ESPAGNE
BOUQUET A L'YSE	WHITE VIOLETS
BOUQUET ROYAL	WHITE HELIOTROPE
ROSE	LILY OF THE VALLEY

RIGAUD & Co. PARFUMERS - PARIS.

For Sale by A. B. WATSON & Co., Chemists.

NESTLE'S FOOD



Used in the Imperial and Royal Nurseries.
Especially prepared for Infants and Convalescents in the Far East.

Prescribed by the Medical Faculty throughout the World, and to be obtained from all respectable Chemists and Grocers.
Insist upon having NESTLE'S. Refuse any other.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ESTABLISHED A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
1627

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.50 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON
General Managers
Hongkong, June 23, 1904.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the holders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share. Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED on the 28th September, 1904, to the 30th September, 1904, both days inclusive.

The present paid-up Capital of the Company is \$200,000, divided into 20,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$300,000, divided into 30,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be applied to the Credit of the Permanent Reserve Fund.

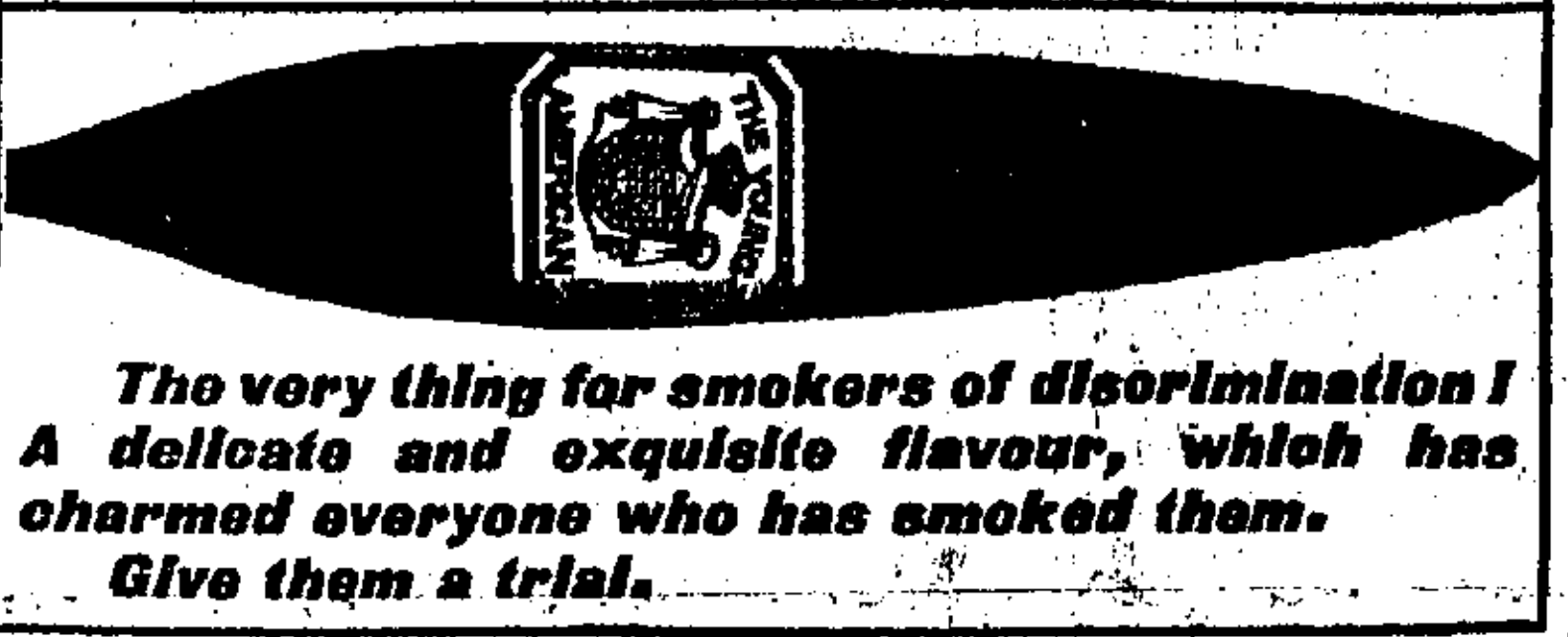
The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings, or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON
General Managers
Hongkong, June 23, 1904.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL
ALL KINDS OF WORK DONE FOR AMATEURS.
80 QUEEN'S ROAD CENTRAL.

"The Young American" Cigars



Sole Importers: HOLLAND-CHINA TRADING CO.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition, to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Aug. 13	P. & O. Simla	London	Sept. 12	Sept. 6
" 17	G. M. S. Prousen	Hamburg	" 16	" 10
" 23	M. M. Tourane	Marseilles	" 22	" 28
" 27	P. & O. Coromandel	London	" 26	" 20
Sept. 6	G. M. S. Franz Heinrich	Bremen	Oct. 5	Oct. 12
" 10	P. & O. Chusan	Marseilles	" 9	" 4
" 14	G. M. S. Gneisenau	Hamburg	" 13	" 8
" 20	M. M. ...	Marseilles	" 19	" 26
" 24	P. & O. Nubia	London	" 23	" 18
Oct. 8	G. M. S. Bayern	Bremen	" 27	" 22
" 12	P. & O. Bengal	London	Nov. 6	" 28
" 16	G. M. S. Sachsen	Hamburg	" 10	" 32

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Aug. 11	O. S. S. Macheon	Tacoma	Sept. 10
" 13	P. M. S. Korea	San Francisco	" 12
" 14	P. & A. Aravia	Portland, O.	" 13
" 21	P. M. S. Gadic	San Francisco	" 20
" 23	N. P. L. Shawmut	Tacoma	" 22
Sept. 3	P. M. S. Mongolia	San Francisco	Oct. 1
" 14	P. & A. Aravia	Portland, O.	" 13
" 15	P. M. S. Doris	San Francisco	" 14
" 27	P. M. S. Siberia	San Francisco	" 26
Oct. 1	N. P. L. Theon	Portland, O.	Nov. 5
" 8	P. M. S. Siberia	San Francisco	" 12
" 14	P. & A. Aravia	Portland, O.	" 13
" 20	P. M. S. Coptic	San Francisco	" 19
Nov. 1	do. Korea	do.	" 28
" 12	do. Gaelic	do.	Dec. 5
" 20	do. Mongolia	do.	" 20
Dec. 3	do. China	do.	" 31
" 15	do. Doric	do.	Jan. 13
" 27	do. Siberia	do.	" 24
Jan. 7	do. Coptic	do.	Feb. 4
" 19	do. Korea	do.	" 17
" 31	do. Gaelic	do.	" 28
Feb. 11	do. Mongolia	do.	Mar. 11

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Aug. 24	do. Empress of India	Vancouver.	Sept. 14
Sept. 21	do. Empress of Japan	do.	Oct. 12
Oct. 11	do. Athenian	do.	" 29
" 19	do. Empress of China	do.	Nov. 9
Nov. 2	do. Tartar	do.	" 26
" 16	do. Empress of India	do.	Dec. 2
Dec. 14	do. Empress of Japan	do.	Jan. 4
" 23	do. Athenian	do.	" 21
Jan. 11	do. Empress of China	do.	Feb. 2
" 25	do. Tartar	do.	" 13
Feb. 8	do. Empress of India	do.	Mar. 1

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Aug. 11	C. N. Tainan	Sydney	Sept. 7
" 17	E. & A. Empiro	do.	" 13
Sept. 9	C. N. Changsha	do.	" 25
" 17	E. & A. Eastern	do.	" 31
" 30	C. N. Chingtu	do.	Oct. 15
Oct. 15	E. & A. Australian	do.	" 21
" 25	C. N. Taiyuan	do.	Nov. 10
Nov. 18	E. & A. Empiro	do.	" 24
" 30	C. N. Changsha	do.	Dec. 15
" 14	E. & A. Eastern	do.	" 21
" 26	C. N. Chingtu	do.	Jan. 10
Dec. 10	E. & A. Australian	do.	" 16
" 20	C. N. Taiyuan	do.	" 29
Jan. 11	E. & A. Empiro	do.	Feb. 6
" 20	C. N. Changsha	do.	" 13
Feb. 8	E. & A. Eastern	do.	" 24
" 18	C. N. Chingtu	do.	Mar. 11
Mar. 8	E. & A. Australian	do.	" 17
Apr. 5	C. N. Taiyuan	do.	" 28
May 3	E. & A. Empiro	do.	Apr. 18

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Wahaiwei
Albatross	battleship, 1st class	19,550	42	13,500	Captain Sydney B. Fremantle	Wahaiwei
Albatross	ship	1080	6	1400	Commander R. Nugent	Batavia
Albatross	cruiser, 1st class	11,000	18	18,000	Capt. Charles Windham, C.V.O.	Wahaiwei
Andromeda	cruiser, 1st class	11,000	18	16,500	Capt. R. N. Ommanney	Wahaiwei
Bramble	gunboat, 1st class	710	6	1300	Lieut. Comd. O. M. Makins	Yangtze
Britannia	gunboat, 1st class	710	6	1300	Lieut. Comd. T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fegan	Wahaiwei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wahaiwei
Chenab	water tank and tug	380	8	200	Reserve	Yangtze
Edinboro	cruiser, 2nd class	5600	11	9600	Captain Robert H. S. Stokes	Chinwanan
Euphrates	ship	1070	10	1400	Comdr. Ernest Barton	Wahaiwei
Fame	torpedo boat destroyer	380	6	5700	Comdr. P. V. Lewis, D.S.O.	Wahaiwei
Fearless	cruiser, 3rd class	1880	12	3200	Captain Hon. Walter G. Stopford	Wahaiwei
Gloria	battleship, 1st class	13,350	16	13,500	Reserve	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut. Comd. P. M. Risdore	Wahaiwei
Harrier	torpedo boat destroyer	275	6	4000	Captain W. B. Fauchner	Wahaiwei
Humber	ship	1840	6	800	Lieut. Comd. A. Gregory	Shanghai
Iphigenia	cruiser, 3rd class	3800	17	9000	Lt. Comd. C. P. Metcalfe	Yangtze
Janus	torpedo boat destroyer	280	6	3900	Captain Francis G. Kirby	Yangtze
Kinsla	river gunboat	—	4	—	Lt. Comd. F. B. Noble	West River
Leviathan	cruiser, 1st class	14,100	18	31,500	Captain T. G. Groat	Wahaiwei
Moore	river gunboat	180	2	800	Reserve	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Comdr. John Nicholas	Wahaiwei
Other	torpedo boat destroyer	350	6	4000	Comdr. C. E. Moore	Wahaiwei
Phoenix	ship	1015	6	1400	Com. D. St. A. Wake	Wahaiwei
Rambling	ship	835	6	650	Lt. Com. R. E. Vaughan	West River
Rinaldo	ship	980	10	1400	Comdr. T. Jackson	Yangtze
Robin	river gunboat	85	2	240	Lt. Com. H. T. Atty	West River
Rosario	ship	980	6	1400	Capt. C. H. H. Moore	Straita Division
Sandpiper	river gunboat	85	2	240	Lt. Comd. Davidson	Yangtze
Sinus	cruiser, 2nd class	3800	17	9000	Fleet Reserve	Yangtze
Snipe	river gunboat	85	2	240	Commodore Dickson	Hongkong
Taku	torpedo boat destroyer	250	6	3500	Lt. Comd. E. V. Dugmore	Yangtze
Tamar	receiving ship	4800	6	—	Capt. J. A. O. Wilkinson	Yangtze
Teal	river gunboat	180	2	800	Lieut. Comd. R. H. Koste	Yangtze
Thetis	cruiser, 2nd class	3400	8	9000	Capt. Leslie Stuart, C.M.G.	Wahaiwei
Tweed	coast defence gunboat	865	8	200	Comdr. S. St. John Farquhar,	Shanghai
Vengeance	battleship, 1st class	12,950	16	14,000	Reserve	Hongkong
Vestal	ship	880	6	1400	Comdr. Ernest O. Hardy	Wahaiwei
Virago	torpedo boat destroyer	355	6	6300	Lieut. Comd. C. W. Wrightson	Upper Yangtze
Waterwitch	surveying ship	620	—	450	Lieut. Comd. W. Watson	Upper Yangtze
Whiting	torpedo boat destroyer	380	6	5900		
Woodcock	river gunboat	150	2	500		
Woodlark	river gunboat	150	2	500		

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7500	Capt. Friedrich Grisenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	20	8000	Captain Mirli	Japan
Admiral	French armoured gunboat	1798	10	1700	Comdr. Lafferriere	Saigon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Avalanche	French gunboat	475	3	450	Lieut. Journe	Saigon
Bengali	French gunboat	140	5	150	—	Haiphong
Bugard	French gunboat	18	—	150	—	Tourane
Chakrenanah	French cruiser	3740	29	9000	Capt. Lefevre	Saigon
Cassiope	French gunboat	140	5	150	—	Saigon
Chakrenanah	French cruiser	8018	18	17,000	Captain V. Poldons	Hongay
Comete	French gunboat	525	4	438	Commander Lonel	Haiphong
Decidie	French gunboat	680	10	900	Commander L'Est	Shanghai
D'Assas	French cruiser	4000	31	9600	—	Saigon
Eaton	French gunboat	350	7	303	Lieut. Jehonne	Haiphong
Froude	French destroyer	9878	36	20,200	—	Shanghai
Gueydon	French cruiser	307	7	300	Lieut. Comdr. Beaussant	Shanghai
Haut Riviere	French gunboat	1250	6	2200	Commander Le Gollus	Shanghai
Javeline	French destroyer	9700	12	19,600	Captain Cros	Shanghai
Kersaint	French gunboat	4015	27	8500	Capt. Hout	Shanghai
Montcalm	French cruiser	8491	8	6001	Comdr. Benne	Shanghai
Olry	French gunboat	1798	10	1700	Capt. Vincent	Saigon
Pascal	French cruiser	9856	—	20,000	Captain Guibertean	Shanghai
Perseus	French gunboat	629	2	900	Lieut. Holgas	Shanghai
Phaeton	French gunboat	—	—	—	—	Yangtze
Phaeton	French cruiser	6160	23	4560	Captain Blondel	Saigon
Phaeton	French gunboat	123	7	500	Lieut. Carol	Hongkong
Prinzess	German cruiser	1857	15	2900	Comdr. Huss	—
Prinzess	German cruiser	—	—	—	Capt. Von Buslow	Shanghai
Prinzess	German flag ship	11,000	36	14,000	Captain Frowe	Shanghai
Prinzess	German cruiser	1776	15	2960	Comdr. von Stadnitz	Tsingtau
Prinzess	German cruiser	6230	34	10,000	Capt. Schroeder	Tsingtau
Prinzess	German cruiser	6509	37	10,000	Capt. Baron Schimmelmunn	Shanghai
Prinzess	German gunboat	1090	10	1300	Comdr. Baron von M. Hüllessem	Tsingtau
Prinzess	German gunboat	800	10	1800	Comdr. Willbrandt	Tsingtau
Prinzess	German gunboat	550	10	1944	Comdr. Kroncke	Tsingtau
Prinzess	German gunboat	1009	8	875	Comdr. von Grambkow	New Guinea
Prinzess	German gunboat	1540	15	2800	Comdr. Persius	Tsingtau
Prinzess	German cruiser	2680	24	8000	Captain Voit	Shanghai
Prinzess	German gunboat	900	10	1800	Comdr. Deimling	Amoy
Prinzess	German gunboat	170	6	1300	Comdr. Giöbber	Canton
Prinzess	German gunboat	—	5	500	Lieut. Scharf	Yangtze-River
Prinzess	Italian cruiser	2300	10	7471	Captain Borea	Shanghai
Prinzess	Italian cruiser	3600	—	—	Captain Prabitore	Shanghai
Prinzess	Italian cruiser	2498	29	7000	Capt. Pescetto	Chemulpo
Prinzess	Portuguese cruiser	1950	14	4000	Captain d'Antas Ribeiro	Shanghai
Prinzess	Portuguese gunboat	720	—	—	Captain Continho	Macao
Prinzess	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Prinzess	Russian gunboat	810	8	730	Comdr. Günter	Vladivostok
Prinzess	Russian cruiser	2600	5	4700	Comdr. Gramschelkoff	Port Arthur
Prinzess	Russian cruiser	6000	27	24,000	Capt. Reitzschschlein	Port Arthur
Prinzess	Russian cruiser	7800	10	16,500	—	Port Arthur
Prinzess	Russian gunboat	1050	8	1150	Comdr. Erjekovitch	—
Prinzess	Russian cruiser	6840	12	19,500	—	Port Arthur
Prinzess	Russian cruiser	6751	6	9700	—	Port Arthur
Prinzess	Russian gunboat	1456	3	1000	Capt. Nasarovsky	Port Arthur
Prinzess	Russian gunboat	500	9	3500	Comdr. Yuridif	Port Arthur
Prinzess	Russian gunboat	1490	6	2000	Comdr. Zagarauky	Port Arthur
Prinzess	Russian cruiser	12,364	44	14,500	Captain Jessen	Vladivostok
Prinzess	Russian gunboat	1000	6	1000	Comdr. Shumof	—
Prinzess	Russian gunboat	1213	7	1600	Comdr. Novakowsky	Sunk
Prinzess	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Prinzess	Russian cruiser	3000	8	17,000	—	Port Arthur
Prinzess	Russian gunboat	1440	8	2000	Comdr. Vasilief	Port Arthur
Prinzess	Russian battleship	12,674	16	14,500	Captain Koroloff	—
Prinzess	Russian battleship	10,960	16	10,600	Captain Jakovif	Sunk
Prinzess	Russian battleship	12,674	16	14,500	Capt. Zatarclong	Damaged
Prinzess	Russian battleship	10,960	16	10,600	Captain Oseroff	Port Arthur
Prinzess	Russian cruiser	1334	10	1788	Comdr. Liven	Port Arthur
Prinzess	Russian battleship	12,902	16	18,000	—	Ashore (?)
Prinzess	Russian protected cruiser	12,500	68	17,000	Captain Sepelzunipoff	Vladivostok
Prinzess	Russian protected cruiser	10,923	29	13,250	Capt. Matzerich	Port Arthur
Prinzess	Russian battleship	10,960	16	10,600	Captain Serobrennikoff	Port Arthur
Prinzess	Russian gunboat	950	8	1122	Lieut. Comdr. Ivanoff	Port Arthur
Prinzess	Russian gunboat	1050	8	1120	Comdr. Giger	Newchwang
Prinzess	Russian gunboat	500	9	3300	Comdr. Zagoriansky-Klasei	Port Arthur
Prinzess	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Prinzess	U. S. cruiser	3768	28	7600	Capt. Dyer	Cavite
Prinzess	U. S. gunboat	1000	12	1227	Capt. Bohrer	Shanghai
Prinzess	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Shanghai
Prinzess	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Shanghai
Prinzess	U. S. gunboat	208	10	600	Lieut. Diamaker	Canton
Prinzess	U. S. torpedo-boat destroyer	420	7	8000	Lieut. K. F. Jessop	Shanghai
Prinzess	U. S. cruiser	5213	19	7600	Comdr. Hugo Osthouse	Shanghai
Prinzess	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Shanghai
Prinzess	U. S. gunboat	420	7	8000	Lieut. A. W. Koon	Shanghai
Prinzess	U. S. gunboat	420	7	8000	Lt. Comdr. J. Hood	Shanghai
Prinzess	U. S. gunboat	1822	8	1968	Comdr. P. E. Sanyer	Canton
Prinzess	U. S. monitor	3990	6	9000	Captain Mahan	Shanghai
Prinzess	U. S. monitor	4084	4	8244	Comdr. J. B. Milhan	Cavite
Prinzess	U. S. cruiser	8457	20	7800	Commander G. B. Harber	Shanghai
Prinzess	U. S. gunboat	10,293	46	11,500	Captain Barwell	Shanghai
Prinzess	U. S. gunboat	201	3	350	Capt. Bennett	Cavite
Prinzess	U. S. cruiser	4000	14	7500	Capt. J. B. Collins	Cavite
Prinzess	U. S. cruiser	3313	18	7500	Capt. Marshall	Shanghai
Prinzess	U. S. cruiser	4098	27	9213	Captain Very	Cavite
Prinzess	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Prinzess	U. S. gunboat	547	3	690	Lieut. H. A. Wiley	Shanghai
Prinzess	U. S. gunboat	1697	8	1894	Commander A. W. Dodd	Shanghai
Prinzess	U. S. flag ship	12,600	50	12,600	Captain Clover	Shanghai

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A Whisky that is perfect with 'TAN-SAN' Water.

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General Memoranda.

SATURDAY, August 13.
2.30 p.m.—Auction of Household Furniture, &c., at Mr. Geo. P. Lammert's Sales Rooms.

MONDAY, August 15.
4 p.m.—Meeting of Fung Yung Ning Co., Ltd., at Company's Office. Goods per *Mei-shan* undivided after the date subject to rent.

TUESDAY, August 16.
Noon—Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation, Ltd., in the Company's Office. Transfer Books of China Sugar Refining Co., Ltd., close from this day to 29th inst. inclusive.

WEDNESDAY, August 17.
Noon—Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation, Ltd., at the City Hall.

THURSDAY, August 18.
Noon—Meeting of Hongkong & Whampoa Dock Co., Ltd., at the Company's Office.

FRIDAY, August 19.
Meeting of Hongkong Gynkham Club at Happy Valley.

WEDNESDAY, September 28.
Transfer Books of A. S. Watson Co., Ltd., closed from this date to 8th October inclusive.

AS USUALLY TREATED a sprain will disable the injured person for three or four weeks, but if Chamberlain's Pain Balm is freely applied a complete cure may be effected in a very few days. Pain Balm also cures rheumatism, cuts, bruises and burns. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.



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A. S. WATSON & Co., Limited,

The publication of this issue commenced at 5.30 p.m.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 10, 1904.

EDITORIAL COMMENT.

PARTY
When last mails left England an early day solution of the Commons was unlikely.

The Government had become quite habituated to losing bye-elections, and were extremely well pleased at having succeeded in retaining Chortsey, though with a sadly diminished majority. Their danger is not so much in the country, as in the House. A great number of their supporters intend to retire at the close of the present Parliament, and there are others who already feel the ache of defeat in their bones. Such men are not likely to be obedient to the crack of the party whip. The simple explanation is that Mr. Chamberlain, almost as in 1885, has divided the party. He was right then and he is right now, but it will take years to educate the electors to the point of seeing it. When they do, where will Mr. Chamberlain be? Party Government is the stupidest possible way of registering the popular will, but at present it is the only practicable one, and it will take a great deal of education before universal suffrage comes to mean government by the wisest.

Mrs. Archibald R. Colquhoun has been giving the English women away, so to speak. At a meeting of the Royal Colonial Institute she read a paper on 'Women and the Colonies,' and endeavoured to lay bare the reason why our womenfolk do not relinquish the comforts of the firesides of England to come out to the Empire's outposts to tuck up their sleeves and work in the colonisation brigade. Mrs. Colquhoun hits some nails fairly on the head. The working classes she passes over, proclaiming them to be necessary to the well-being of the Homeland as producers, but she declares that the girls of the middle classes, whose chief drawback is the pseudo-education they receive, should be ready to go forth into the world and marry and help the men who are striving to keep up the Colonial prestige of the Empire. Without women our colonising efforts will fail, that is certain, but we want the right women. Mrs. Colquhoun points out that the middle class women took great interest in domestic economy classes, but would hardly start a room or make a bed: they attended ambulance classes, but would be bored to death if asked to nurse a sick relative. The standard of living, too, had risen and women now wanted finer furniture, finer frocks, more amusements, more change, daintier food, and more elaborate entertainment. In fact, to put the matter in what Sir William Goodman calls a nutshell, the women of this age are getting too particular. Colonies such as Hongkong do not come within the purview of Mrs. Colquhoun's paper. She has in mind Canada and Australia, and other countries where servants cannot be obtained to wait on one day and night for a mere pittance; where women have to be resourceful and ever ready to put a hand to the domestic plough to cultivate the fertile fields of felicity. Out in those places the girls of the middle-class, whose hands have been more than soap-suds and kitchen cleaning, will not do. What is sorely wanted—especially in Australia—are women who will keep the home together and will not be afraid to face every marital responsibility. To get such women from our middle classes we will have to set in motion an un-educational crusade. Mere theory will have to be unlearned; or if not unlearned it will have to be combined with practice. Mrs. Colquhoun makes two suggestions to rear the right type of women—'first, the inculcation of simplicity of taste, industry, homeliness; second, the effort of strong, brave, clever, capable women to carve out careers for themselves in the colonies. Women had forgotten their patriotism, and what 'Empire' meant. Instead of taking a course of Browning or Dante lectures this year, let us have a course of Colonies—especially Canada! Quite right, Mrs. Colquhoun! Let us have some robust and willing women. Then the young men who now lead lonely existences owing to their timidity to ask those women who imagine pained

learning is more important to the home than common culinary skill, will be able to do their duty to themselves and to the nation. To have Colonies successful we must have population. In Australia it is falling off grievously, and exhaustive inquiries into the cause show that it is due simply to the middle and upper class women shirking their responsibilities. The working classes generally have large families; and the very significant fact was ascertained that the largest families were always found where there were Irish wives. There is an old cry 'Ireland for ever.' Let us build our women-folk on the Irish plan, then we need have no fear of our nation crumbling to pieces as did the Roman Empire. Mrs. Colquhoun concludes her interesting paper with the following words:—'It is not through State or Charity-aided emigration, not by shipping off our incapables en bloc, not by trying to attract them with promises of marriage or other bribes that we can best attack the question of superfluous women in Britain and the want of women in the rest of the Empire. What we want is an alteration in women's attitude, especially in the attitude of the middle-class woman—more courage, more simplicity, and, above all, more patriotism.'

LOCAL AND GENERAL.

Empire Day and Kowloon School.

A paragraph in *The Times* states:—Lord Meath has received a letter from the headmaster of Kowloon School, Hongkong, dated May 30, to the effect that copies of 'The Flag of England' are being ordered with a view to its always being sung at the school on Empire Day.

Band at Kowloon Hotel.

By kind permission of Lieut.-Col. Fremonger and Officers, the Band of the 83rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March ... Des Tolemes ... Godard
(March) ... Die Felsen Mühle ... Reiser
Selection ... The Yeomen of the Guard ... Sullivan
Polonaise ... Stars and Stripes ... Chopin
Lancers ... Stars and Stripes ... Karoly's Klay
Valse ... Garden Party ... Margis
Two-step ... Hiawatha ... Moret
GOD SAVE THE KING.

'Rekilled by Order.'

General A. R. Chaffee, of the United States Army, has been telling at a soldiers' banquet about a quartermaster who entered on the books of his company at the close of a certain battle: 'John Smith, killed July 7, &c. But a day or two later it turned out that John Smith had not been killed after all. He had only been wounded. The quartermaster, on receipt of this news, wrote under the first entry: 'Killed by mistake.' Finally, though, there came a bulletin announcing the death of Smith in hospital. This fact the quartermaster recorded as follows: 'Rekilled by order.'

Welding's Bonds.

One hundred and seventy-seven Unionist members of Parliament were present on July 8 at a banquet at the Hotel Cecil in honour of Mr. Chamberlain, the occasion being the ex-Colonial Secretary's birthday. In addition to those present, twenty-one Unionists wrote sympathetically expressing their absence. Mr. Chamberlain, in acknowledging this unique demonstration in favour of an idea, declared that all present were loyal admirers and supporters of Mr. Balfour. They were, he said, determined to keep the Government in power. Personally, he was a fiscal reformer, mainly because he was an Imperialist. It was the duty of every patriotic Briton to draw the different parts of the Empire closer together while there was yet time. Since the Colonies were prepared to meet us in no petty or grudging spirit, we must throw aside pedantry, and be prepared to make concessions, even sacrifices. He ridiculed Sir Henry Campbell-Bannerman for describing a commercial union with the Colonies as a scold's bond. Statesmen, he continued, in the present creative time, might lay the foundations of the Empire of the future. 'Let us then,' proceeded Mr. Chamberlain, 'call the Colonies to our Councils, and confound arrangements for developing our trade with our best customers, thus making a prosperous Empire. His first doubts respecting the efficacy of Free Trade arose when he was called upon to defend it. The new aspect of the question, not its economic aspect, was revealed to him when he entered the Colonial Office. He then realised that the question was connected with the future greatness and prosperity of the race.

VERY palatable, even children enjoy to take it, but it is *Serravallo's Wine*, not the others.

CHANGE OF WATER often brings on Diarrhoea. For this reason many experienced travellers carry a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy with them to be used in case of an emergency. This preparation has no equal as a cure for bowel complaints. It can be obtained while on board the cars or steamship, and that is where it is most likely to be needed. Buy a bottle before leaving home. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

Mr. William Russell, at present Chief Engineer of the China Merchants S.S. *Mei-shan*, has been appointed 2nd Assistant Local Government Marine Surveyor.

The case in which the Bombay police authorities proceeded against a Parsee barrister, on a charge of forgery of a will, occupied the attention of Mr. J. H. Kemp at the Magistrate's Court this afternoon for the ninth time. Mr. Harston, who appeared for the defendant, addressed the Court at considerable length and had not concluded when we went to press.

A telegram from London, dated July 22 states:—'The Hon. A. Lyttelton, Secretary of State for the Colonies, has forbidden Sir Ernest Edward Blake, Crown Agent for the Colonies, to continue to act as a Director of the London Assurance Corporation.' Sir Ernest E. Blake has been Crown Agent for the Colonies since 1881.

Children's Party Postponed.

In consequence of the bad weather His Excellency the Governor's children's party has been postponed from to-morrow till Wednesday, the 17th inst.

Illicit Opium.

Two very weather-beaten looking Chinese were fined at the Magistrate's Court on a charge of having illicit opium in their possession. They pleaded that the opium was not their property, but that of a companion who ran away when the police arrested them.

Committed for Trial.

A shop coolie appeared at the Magistrate's Court, this morning, before Mr. H. H. J. Gompertz, to prosecute a fellow countryman on a charge of maliciously wounding him. The prosecutor stated that a few days ago he visited a friend's place and asked him for the loan of a razor to shave with. The defendant was there and said that he intended to shave first. He then went into a room at the rear of that in which they were talking and came out again a few seconds later armed with a chopper. He struck a blow at the prosecutor with this and in warding it off the latter received a cut on his hand which rendered it necessary for two of his fingers to be amputated. The defendant was committed for trial at the Sessions.

Good Salvation Army Results.

The social work of the Salvation Army was 'General' Booth's subject at a meeting of the International Congress in the Strand. He told several striking stories of rescue work and tales of poverty and need. One he told at his recent interview with the King, and his Majesty had listened to it with the keenest interest. The 'General' claimed that the social operations of the army were no longer to be regarded as an experiment, and what had been done in thousands of cases in the past could be done in tens of thousands in the future. To-day there were 180 food shelter depots, with accommodation for 18,504, and no fewer than 4,573,000 beds had been provided during the year. There were 17 prison gate homes, with accommodation for 636, and 2,000 satisfactory cases had been passed through them during the last 12 months. There were 116 rescue homes accommodating 2,719, and 5,700 satisfactory cases had passed through; while the 18 land colonies contained 29,552 acres, and gave temporary employment to 67,000 men. Only that morning the 'General' said, a whole island had been offered him on very reasonable terms, in which was over 1,000,000 acres and 30,000 buffaloes. It had a lovely climate, and a beautiful soil. The amount wanted to continue the social work of the army was 250,000.

A New Explosive.

A new explosive has just been manufactured by Mr. J. C. Gonsalves, of Colombo, the fireworks maker, who has named the particular compound 'Cylinita,' says the *Times of Ceylon*. The new explosive is being sent round to the leading engineers in Colombo, with a view to introducing it as a rival to dynamite and blasting powder. Mr. Gonsalves has tested his new invention and is confident that the experiments have been attended with success. He claims that, for all purposes, his explosive, the composition of which is of course a secret, is equal to dynamite. No change of temperature, however sudden or slow, nor any change of moisture can affect the explosive, it is claimed, and it would not even explode, if accidentally set on fire, unless it was packed tight in some resisting medium. It does not, it is said, give off any noxious gases and its power of rendering embraces a wider area than that of gunpowder or dynamite. Mr. Gonsalves was busy to-day in submitting his invention to various engineering experts for their examination and experimental use. Mr. Gonsalves has already two large orders for the explosive and expects five more to-day. Experiments, he says, prove that a charge costing 40 cents will break up 5 tons of rocks, reducing it to large blocks, and not shattering it, as dynamite does.

STEARNS' WINE. A general tonic and strength restorer. Always reliable. Must be Stearns'.

BY TELEGRAPH.

[CHINA MAIL'S 'RECEIPTS SERVICE']
SUPPLIED BY REUTERS, VIA BOMBAY.
[Received August 9, 6.50 p.m.]

ENGLAND AND EGYPT.

THE KHEDIVAL DECREE.

Consent of Other Powers.

LONDON, August 9.

Earl Percy states that Germany, Austria, Italy, and Russia have not only assented to the Khedival Decree, but have undertaken not to obstruct the action of Great Britain in Egypt by asking for a time limit for British occupation, or in any other manner.

[The Khedival decree is one for the reform of the administration of the Egyptian Public Debt appended to the Anglo-French Agreement.—Ed., C.M.]

THE RUSSO-JAPANESE WAR.

[REUTERS' SERVICE.]

ATTACKS ON PORT ARTHUR.

LONDON, August 8.

According to a St. Petersburg telegram, a fierce battle was fought on the land-side of Port Arthur on the 5th instant, in which the Japanese are reported to have been repulsed with great loss; the number of killed alone being estimated at 10,000. The Russians lost about 1,000.

General Stoessel telegraphs that Japanese attacks on Port Arthur on the 26th to the 28th were repulsed with enormous losses. The Russian losses in the three days amounted to 49 officers and 1,500 men.

THE JAPANESE MARCH IN MANCHURIA.

An Interesting Welcome.

The *Standard's* war correspondent writes from Feng-huan-cheng on May 20 as follows:—

'The merciful man has no enemies.' This was the legend that met the eye of General Kuroki when he dismounted to receive the welcome of the Governor of Feng-huan-cheng. Despite the cyclones of passion that sweep over this Empire, the Chinese are no lovers of brute force. The Confucian doctrine of life which has dominated China for 2500 years does not tend to develop the aggressive virtues; and this legend, inscribed in crimson upon a scroll of white silk, represents the attitude of the Chinaman toward all matters that do not appear to touch his rights or his dignity. The Chinese are punctilious in the discharge of all the obligations of courtesy, and their greeting of the victorious soldier was marked with a kindness, a dignity, and an aesthetic taste of which I find evidences in every direction and among all classes. The scene was more strange than impressive. Upon the dusty plain which stretches before the city down to the bank of the shallow river was assembled a crowd of civilians, soldiers, and officials. Under a rude pavilion, draped with crimson and adorned with the motto, 'The merciful man has no enemies' sat the Governor of the Province, the city, and the garrison, with others who are in authority over the people. Their loose-sleeved robes of many colors—deep violet, and crimson, and blue, and the sheen of their silken garments was lustrous in the brilliant sunshine. They sat by the roadside, after the manner of the East. In the dark shadow of brick walls lounged soldiers whose dress differed little from that of the civilian—a loose robe of indigo blue and a pair of wide trousers, ending in a pair of felt shoes. The Manchus sat in a martial figure. He is without discipline or organization, and in the Guard of Honour I noted that nearly every man had a different arm from his fellow—one an old carbine, another a muzzle loader, a third a Winchester, a fourth a Hauser. Moreover, he is indolent and wanting in intelligence, and is addicted to opium. There is a rule excluding opium-smokers from the ranks, but you have only to look at officers and men to know that nine out of ten are victims to this destructive habit. Its calls are imperious, and unless they are obeyed, the men collapse. In the Japanese War, I am told, the Manchus heeled to smoke, no matter how pressing the urgency. Near the river were more soldiers and officers in scarlet surcoats and straw hats shaped like cones that came well over the face. With these were the colours—great banners of white silk with crimson characters denoting the regiments. The Governor invited us to be seated in the pavilion, but we chose to mingle with the crowd, who greeted us with the word 'Ingwa,' or 'Englishman.' We were curious to see their eyes—the Governor of the city afterwards told me that he had never seen an Englishman before—and our clothes were examined with interest.

Presently there was a movement in the ranks. The soldiers rose, and left their shelter under the walls, the Guard of Honour stood at attention on each side of the road, the banners were unfurled, and four trumpeters in yellow jackets blew a fanfare. General Kuroki and his Staff appeared on the far bank of the river. As they rode through the shallow stream the banners waved, the trumpets sounded, and the guard presented arms. At the pavilion the Chinese authorities—the Taoist, of Intendant of the Eastern Marches speaking a few words which I was told were distinguished by the grace and good breeding in which these people excel. Cards were exchanged—long strips of crimson paper, with the names in black—and the General and his Staff were invited to enter the pavilion. General Kuroki offered his place of honor to Prince Kuni, but he refused, and accordingly seated himself in the centre of the bench, at a table spread with sweet cakes. Tea was served with due ceremony, and the General and his Staff rode away, amid bows and music and waving of flags that set the horses prancing.

Feng-huan-cheng is about thirty miles, or two days' march, from Antung. We left the Treaty Port on Wednesday, May 11, and halted for the night at Tung cheng, which is midway on the Imperial Peking road. Crossing the ridge that forms the Northern boundary of the River Yalu, we descended into a broad valley, shut in

by mountains. The land is rich and well cultivated, and on every side were the charred ruins of substantial homesteads. The Russians in their retreat have set fire to every building, and, but for their haste, would have given Antung to the flames. The destruction of private property is wanton and senseless, has not even the pretext of being directed against combatants. In this two days' journey I have seen more ruined houses than in a six months' trek in the Transval. I wonder if the Continent of Europe will be as deeply agitated over these acts of war against a harmless and peaceful peasantry as they were over the firing of houses used as trenches with the white flag over them. Away to the East of this desolated valley rose a range of hills dominated by a mountain that sprang from the plain like a huge knife with the edge of the blade toward us. We were told that the fugitives took up a strong position on a hill, and were charged by the Japanese reserves from three sides. The truth appears to be that the Russian Infantry and Artillery were caught in a defile, the exit from which was held by the Japanese company that lost half the men and all its officers save one. While they were contesting the pass the Japanese reserves came up, and occupied positions on the hills to the right and rear. The Russian guns endeavoured to meet this attack from three sides, and fought until every gunner was slain or wounded. How they came to enter this defile without having first secured the hills in front and on their right is one of those acts of folly which every campaign serves to illustrate. It was Sanna's Post over again, on a larger scale.

Designs of the Port Arthur Admiral.

LONDON, July 6.—A high Russian naval officer states that Admiral Witthoft will probably make a sortie to sink some of the Japanese fleet, and then make a dash for a neutral Chinese harbour such as Wei-hai-wei, which is leased to England, or Kiao-chau, which is leased to Germany, and there surrender and so preserve his fleet.

The Cruiser 'Terrible.'

H. M. S. *Terrible*, cruiser, Captain A. T. Stuart, after a satisfactory commissioning trial, left Portsmouth on July 4 for the China Station, with a relief crew for the *Albatross*, battleship.

The Tariff Question in the Lords.

In the House of Lords, on July 22, the Duke of Devonshire asked for an explicit declaration by the Government as to the extent to which it intended to support the policy for the taxation of food. The Marquis of Lansdowne, in reply, said that the Government did not mean to be rushed by either the tariff reformers or by the Duke of Devonshire.

Engagement.

A marriage has been arranged, and will take place at an early date, between William A. Carruthers Cruickshank, of Hongkong, and Trillflatt, Dumfries, and Mary (Maisy), older daughter of the late Deputy Surg.-Gen. John Cruickshank, inspector-general of prisons, Bombay Presidency, and Mrs. Cruickshank, Bracken House, Walton-on-Thames.

Mr. Charles Ford Honoured.

An English correspondent writes us as follows:—Mr. Charles Ford, formerly superintendent of the Botanical and Afforestation Department in Hongkong, was invested by the King, at Buckingham Palace, on July 5, with the Imperial Service Order, and had the insignia fastened on by His Majesty. There were a fairly large number of recipients at the ceremony, which was very interesting and brilliant. 'The day was,' our correspondent adds, 'one of the many fine ones we are having this summer.'

Lynched by a Girl.

A thrilling scene occurred at Europa, Mississippi, on June 27, when Starling Dunham, a young negro, was lynched for attacking three white girls near the town. Early in the morning the mob broke into the goal, seized the negro, and led him to the public square. Mary Wilson, one of the young women attacked, was brought forward and immediately identified her assailant. Headless of Dunham's shrieks for mercy, the girl placed the noose of the rope round his neck. Dunham was then placed on horseback, the rope was passed round the limb of a tree, and a dozen men hauled at it, while the girl calmly led the horse away leaving the body dangling in the air.—*Home Paper.*

British Airship Ready.

Dr. Barton's airship, which has been under construction for over a year at the Alexandra Palace, is now being inflated, and, given fine weather and good luck, the first voyage in it will be made within the next two or three days. The inventor claims for his machine that it is a real ship. There is a real deck, along which for over a hundred feet engineers or passengers may walk from end to end, the equilibrium being preserved by an ingenious arrangement of water-tanks. It will be an interesting party which will make the ascent one fine morning, while London still sleeps. Mr. F. L. Rawson, the engineer, will be at the helm; Dr. Barton will be accompanied by his little boy Dudley; Captain Stringer and Mr. Short will have charge of the 50-h.p. motors; and Mr. Henry Spencer will act as astronomer in charge of the balloon part.

THE GREAT SUCCESS of Chamberlain's Colic, Cholera and Diarrhoea Remedy has made it standard over the greater part of the civilized world. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

MR. SHUSTER'S DEATH.

An Inquiry Opened.

An inquiry was held at the Magistrate's office this afternoon, by Mr. H. J. Gompertz into the circumstances surrounding the death of the late Fritz Edward Shuster, which occurred on August 3. Messrs H. M. Webb, J. Duff, and G. Banker were empanelled as the jury.

Emily Shuster, the deceased's widow, deposed that her husband was, prior to his death, employed as an engineer at the Quarry Bay Sugar Refinery. She last saw her husband alive on Tuesday last. They were together at the Metropolitan Hotel about 9 o'clock and on leaving there boarded a stationary tram car. They stayed there for about ten minutes and then she left the car because her husband was quarrelling with a sailor. Her husband refused to leave the car, and after waiting for him at the hotel for about 20 minutes she called a ricksha and went to her mother's place at the Race Course. She did not see her husband again alive. There was a placard on the car to the effect that it was going to Quarry Bay and deceased wished to go there with it. There were no blows struck between the deceased and the sailors with whom he was quarrelling. When they went to the Metropolitan Hotel, her husband was quiet at the time, and not the worse for liquor. He had two glasses of beer at the Metropolitan, and had had a glass of whisky and soda previous to that, about 4 o'clock. As far as she knew he had no other drinks that evening. The tram left with her husband in it. In reply to a Juror witness said that the tram was not going to Quarry Bay as the placard stated. It returned to Hongkong from the Metropolitan.

Lau King Sun, a ticket collector in the employ of the Electric Tramway Company, said that on Tuesday last he was on duty on a tram. He corroborated the evidence of the previous witness with regard to her leaving the tram. After she had gone, the tram, in which Mr. Shuster was seated, left for Hongkong. Mr. Shuster left the car at Jardine's, near the Sugar works. While the deceased was on the tram he was quiet, but the witness heard him talking to three sailors. What the conversation was about he could not say, as he did not hear it distinctly. Deceased did not fall off the car, neither did he stumble after getting off. The car was not in motion when deceased stepped off. Although there was a notice on the tram saying that it went from Arsenal street to the Metropolitan Hotel and returned to Arsenal Street.

By a Juror. Why did the tram stop near Jardine's?

Witness.—The trolley-car came off the overhead wire and had to be replaced. The tram remained stationary for a quarter of an hour.

Dr. W. Hunter, Government Forensic and Medical Officer in charge of the Public Mortuary, stated that he made a post mortem examination of the body of Mr. Shuster. He found a considerable amount of bruising over the right side of the face, the right eye was swollen, and the temple bone was fractured and beneath the bone there was hemorrhage, which pressed on the brain. The other organs of the body were healthy. In his opinion deceased met his death from a fractured skull and subsequent concussion of the brain. Such injuries could have been caused by a fall from the tram. Had deceased stumbled over the guttering on to the footway, he did not think he would have sustained such injuries.

Inspector Gould explained the position of the footway, which is two feet seven inches below the road, and Dr. Hunter said a fall over an obstruction on the road way to the footway might cause such wounds as deceased had.

Inspector Gould wished to ask, could anything have been done for deceased to save his life.

Mr. Gompertz thought it better not to ask such a question until all the evidence had been taken, and asked witness whether the wounds deceased bore would be necessarily fatal.

Witness.—Not necessarily.

P. O. Munter, an Inspector of tramways, said that while on a car outside the Depot on Tuesday night a gentleman got on the car. Witness told him that the car was going to the Depot. The gentleman sat down and said that he wanted to stop there. When the car began to move he got up and left the car. He walked away from the car and witness heard a sound of someone falling. Witness looked out and saw deceased lying on the footway, face downwards. Witness and another man tried to lift deceased up but could not do so as the pressure was too heavy. Witness went to No. 2 Police Station and asked a Police Sergeant to accompany him to the spot. He did so and witness left. There were no persons near deceased when he fell.

As far as witness could judge deceased was not drunk, yet when he went to the Police Station to report the occurrence witness said "Perhaps, the man is drunk." Witness said the police that because he thought that if the man was sober he would not have fallen down. The deceased was about thirty feet from the tram when he fell. George Fletcher McLean, Chief Assistant of the Tramways, said that he saw deceased lying on his face on the pavement. Witness had deceased removed under shelter as it was raining at the time. He could not say whether deceased was sober or not. When lying on the pavement Mr. Shuster was breathing heavily and was quite unconscious.

The inquiry had not concluded when we went to press.

The Boring Sea Fisheries.

The act of courtesy performed by the British Government in proposing to undertake the protection of the seal fisheries in the Bering Sea constitutes, says the *Times*, a very valuable precedent, proving especially the full conviction felt by British diplomacy that Military circumstances will not force Japan to claim the assistance of Great Britain in virtue of her Treaty of Alliance. "One may therefore," concludes the journal, "rest perfectly assured that this friendly service so amiably offered to Russia by Great Britain will not provoke on the part of Japan any complications to which Great Britain cannot reply with absolutely convincing explanations."

STEARNS' WINE, for thin, nervous and fretful people, old and young, immediate benefit.

HOW THE 'NORGE' WENT DOWN.

Glorious Heroism on Board.

No more tragic story of the sea has ever been told than that gathered by a representative of the *Daily Mail* from the survivors of the ill-fated *Norge* landed at Grimby.

The *Norge* belonged to a Copenhagen Company, and was put on the Atlantic service to compete in the route cutting war. All the hapless passengers were being conveyed to New York at 23 a head. When the vessel left Copenhagen she had a complement of at least 700 passengers and a crew numbering about 200.

Nearly half the passengers were Polish Jews who had been ordered to report themselves at Warsaw for service in Manchuria. Rather than obey the Tsar's command, they fled the country.

Out of those 300 deserters only one is known to have survived. He is an old man with whitened hair and stooping shoulders, and as he spoke yesterday his long thin hands trembled at his head, and an angry glint showed through the tears in his eyes. While mourning his old comrades, he cursed the cause that led to their death.

"Russia," he exclaimed, "will rejoice that death overtook them when escape from a hateful duty seemed hard. But as one said just before he went under, 'I prefer to die in the sea than in the Russian trenches. My wife too will be with me in death, whereas, if I had left her in Russia, she would have been driven from her home by an alien master while I fought for the country that persecuted her. Yes, this is the better way.'"

A hitherto inexplicable circumstance is how the Captain of the *Norge* came to be so near Rockall, which is invariably passed at a distance of eight miles, but the only surviving member of the crew at Grimby explained last evening that a fog prevailed and that the rock was not discernible. There was no warning that the rock was near until the ship crashed into it with a force that seemed to be tearing her to pieces.

The ship rebounded into deep water only to hurt herself on the rocks once more, the time completely ridding away the bows, and, while the forward part did upwards, the stern sank under water. A heavy sea which was running swept the vessel from swiftness to aft.

The survivors utterly fail to describe the scene that followed. The great majority of the passengers, who included nearly 300 women, were still in their bunks. They rushed on deck, and terrified women literally fought for places in the lifeboats and matched lifeboats from each other's possession. Other women sank on their knees, and, while hugging their children to their breasts, prayed the crew to save the little ones. Several women clambered up the rigging, only to be killed by the children, and many brave attempts were made by the crew to get them down.

The women, however, refused their assistance, and when, a few minutes later, the ship sank, they went with it.

The first lifeboat launched was smashed to atoms against the ship's side, and its occupants perished. Two other lifeboats were swamped by delirious crowds jumping into them.

Scores of women, being all command of themselves, jumped into the sea.

The boat which contained the Grimby survivors was swamped by its own weight. Then occurred a splendid piece of heroism on the part of a girl aged seventeen, who gave her life for her sister. The wonderful story was told by the girl herself, a typical Norwegian maiden with a curled mass of very fair hair and the lightest of blue eyes.

There was room for only two more in the lifeboat, and her life was numbered by seconds. It was the boy's turn to take the last place, and he sawing himself into the boat.

"Where is my sister?" he asked.

No one had seen her. Springing back to the sinking ship, he found his sister kneeling in prayer near the lifeboat. He raised her gently and drew her to the ship's side. Then he kissed her and, without a word, lifted her into the lifeboat and placed her as was rightly his. When last he saw the boy was standing by the vessel's side bareheaded, his eyes fixed on the boat that he hoped was bearing his sister to safety.

"When again I looked," added the girl, "the ship had gone."

The boy was, however, saved.

N. loss bright spot in the glorious history of sea heroism is that created by the second mate of the *Norge*. He was in the lifeboat which was swamped by the waves, and he was the only one who was saved.

The second mate, standing near the tiller, coolly took the situation. He glanced pityingly at the women and children of the company. Every moment the waves threatened to submerge the heavy boat.

"I cannot save women and children," he drew, "said the second mate. 'I am going. Good-bye, friends, and be plucked overboard.'"

"When last I saw him," said one of the survivors, "he was swimming along where I knew not. There could be but one goal for such a brave man, and that is Heaven. Splendid, too, is the testimony the survivors pay to the heroism of the crew. When the ship made its final lurch into the depths the men were standing on the deck, their arms folded, their heads bowed, their faces set determined as they met death, and on the bridge stood Captain Gunde.

Not once had he moved from his post, though subordinates whom he deputed to command the lifeboats had besought him to take one of their places.

"We had to force our way through an avenue of drowning men, women, and children," said one survivor. "They clung to the gunwale and their hands clutched at the oars, but—God forgive us!—we had to beat them off. What else could we do? We had to turn a deaf ear to the prayers of the men who were to be saved and to the curses of the men who upbraided us. The boat was built to carry only twenty, and there were twenty-seven of us. To have taken another, even a child, would have meant death for all."

Women drowned with their offspring pressed their breasts. One mother whose death was rapidly overtaking was seen to slip her lifebelt on to her baby's, but it was too large to encompass his little frame, and the inevitable happened.

"If our boat had been large enough we could have rescued more than 100," declared another of the survivors, "but the night was so dark. They foundered there with no water to drink, and only a few biscuits to eat."

The boat carried a sail, but no mast. So crowded that it was impossible to row with any effect, and some knew how long they would be doomed to drift aimlessly along the high seas.

Full of that dread, they feared to partake of the little stock of biscuits which, moreover, they knew would make them all the more thirsty. Bent double with an old man in one corner of the boat was an old man

named Johansen, of Tromsø, who had lost his wife and five children.

"When the crash came," he explained yesterday, "I placed them on the hatchway while I found places for them in the boat. When I had done so I returned for them. They had disappeared. I am now alone in the world. My wife and family have gone down with the other 200 women and 200 children."

Sea swept the open boat continuously, and the party had only an old oar and their boots with which to bale out the water. The majority of them were protected from the elements only by their night attire. The boat did not drift more than ten miles in twenty-four hours when Captain Miles, of the Grimby trawler *Salvia*, caught sight of the castaways signalling with lanterns, chiefs and wearing apparel. He bore down upon them, and found them sitting with the water up to their waists.

"All around," reports Captain Miles, "were hundreds of dead bodies, mostly those of women and children. The sight was so horrible that I was glad to get away. One of the survivors was so overcome by the sight of the water that he accepted her ring."

Of the survivors at Grimby six are women and two are children. The youngest is a pretty little Norwegian girl aged five. With childish ingenuities, she told a *Daily Mail* representative that all she remembered about the disaster was that a kind sailorman gave her some chocolate.

OFF TO AFRICA.

Another Load of Coolies.

Messrs Gibb, Livingston and Co. courteously inform us that the s.s. *Confield* sailed from Taku on the 2nd inst. for Darban with 2155 coolies on board.

This is the third shipment from Taku. The next departure will be the *Ascal* from Chinwaunau. She will most likely sail in about a week's time.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(*Re Hui Hin Hui v. M. T. Scowles*
Smith, Judge.)

Wednesday, August 10.

A QUESTION OF SERVICE.

The Tung Hip Loong firm sued the Po Hang bank and Cheong Po Chi for \$300, being money handed to the defendants by plaintiffs, which money defendants had not remitted.

Mr. John Hastings appeared for plaintiffs, while Mr. H. W. Looker (of Messrs. Deacon Looker and Deacon) represented Cheong Po Chi.

Mr. Looker objected to the service of the writ. It was served on the second defendant as a partner, his name should not have been placed on it. According to the Ordinance notice may be given when serving a writ in the name of a firm or partner, who would have no under protest if he were not a partner. In this instance no notice was given and defendant did not know in what capacity the writ had been served on him. The writ also was not served at the place where the firm carried on business. The plaintiff sued the bank, and Mr. Looker said that the second defendant as a partner in the bank, he should not have been put on the writ. There might be other causes for action against Cheong Po Chi, in that case he would like to know what it was.

Mr. Hastings said that it was service on the second defendant was being sued as a partner. The intention was to serve on a partner in the bank, and as it was held that service had been made on Cheong Po Chi as a partner he appeared under protest. Cheong Po Chi was not a partner. It was now for the plaintiffs to prove their debt before proving that Cheong Po Chi was a partner.

Finally, the judge said that it was not plain that the second defendant was being sued as a partner. The intention was to serve on a partner in the bank, and as it was held that service had been made on Cheong Po Chi as a partner he appeared under protest. Cheong Po Chi was not a partner. It was now for the plaintiffs to prove their debt before proving that Cheong Po Chi was a partner.

Neutral Shipping and the Russian Policy.

The Shipping Committee of the House of Commons takes rather a serious view of the seizure and detention of the *Allanton*. It is considered that the case materially affects the rights of neutrals, and it has drawn up a memorial to be presented to the Prime Minister on the subject. A sub-committee was appointed to make further inquiries, and to take other steps in the matter. Letters have also been addressed to Mr. Balfour by the Secretary of Lloyd's, and the President of the Shipping Federation, both urging prompt steps for the liberation of the steamer.

Earl Percy, replying to questions in the House of Commons on 7th inst., said there was no question of protesting to the Russian Government until the appeal had been heard. His Majesty's Ambassador at St. Petersburg has asked the Russian Government for an official statement of the grounds upon which the vessel and her cargo were condemned.

A statement setting forth the grounds of condemnation has been issued by the owner of the *Allanton* (Mr. W. R. Rea), and they are—1. The steamer was passing through the Japanese Sea instead of through the Pacific. 2. That there was on board a Japanese cabin-boy in addition to the British officers and crew. 3. Absence of proof that the Japanese company which chartered the steamer had sold the cargo to a neutral party. It is stated that on these grounds the judge is convinced that the steamer was not bound for Singapore but for a Japanese or Korean port. My answers to these charges are—1. The steamer was on her direct and shortest course from Murchison to Singapore, as any look at a map of the Far East. 2. Whether there was a Japanese cabin-boy on board I have no knowledge, but it is a very usual occurrence in the case of ships trading in the East, and I have yet to learn that it is a punishable offence. 3. The steamer might have on board a copy of the charter bill of lading for Singapore. If further proof is required I am prepared to prove beyond doubt from documents that the consignees of the coal were Messrs. Paterson, Simons and Co., of Singapore; the cargo being part of a contract made in December last for some 50,000 tons to be delivered at Singapore.

BY WHARF AND WAVE.

The *Allton* met the full force of the gale near Gap Rock last night and had a rough time of it until she got into shelter about midnight.

According to the signals the centre of the typhoon has shifted to the South-West of the Colony. We might congratulate ourselves upon having escaped once more.

Shipping is having a rough time in the typhoons which have been hovering about. The arrivals have been few and the departures fewer.

The Naval Inspection Board of the United States has recommended the substitution of 25-kn. torpedoes of heavier machinery for the present 30-kn. vessels which they declare are liable to breakdown.

The steamer *Agincourt*, which our Hainan correspondent reported as being on a sandy beach on Nanking Island, is no longer there, a new vessel of large dimensions. She was on her maiden voyage to the East with Welsh coal for Messrs. Arnold, Karberg and Co.

The well-known Chinese and Manila s.s. *Perla* has gone to Japan to be sold subject to an inspection in dock. If the inspection proves satisfactory the vessel will remain in the service of a Japanese Company, who have agreed to pay £10,000 for her. The *Perla* took with her as cargo to Japan 10,676 cases of dynamite and 33,000 piculs of rice. She is a well-known boat to Hongkong residents, having been engaged on the Hongkong-Manila run for some considerable time. Latterly, however, she was superseded by the *Albatross* and *Zapra*, and since then had no recognised run. Her registered tonnage is 1,930; her length 285.3 feet; breadth 36 feet; and depth 24 feet. She is somewhat old, being built in 1878 by Messrs. W. Dord and Sons, Sunderland. Her old name, when running on the Australian line, was the *Mennan*.

A number of complaints have recently been received by the police regarding a practice generally indulged in by the masters of Chinese ferry launches—blowing their whistles to attract the attention of prospective passengers. The rules of the harbour stipulate that the whistles only be used for the purpose of navigation, and provide a maximum penalty of \$100 for breach if this regulation is not observed. In consequence of a complaint, Police Sergeant 84 was stationed close to the Yau-mai ferry wharf early on the morning of the 4th instant, and as a result, the masters of three launches appeared before Mr. H. J. Gompertz, at the Magistrate's Court, on the 5th inst. to answer charges of using their whistles contrary to the regulations. In each case it was shown that the defendants were coming into the Yau-mai ferry wharf at Hongkong and the 4th instant, and as a result, the masters of three launches appeared before Mr. H. J. 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WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

PORT	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	G. M. MONTGOMERY, R.M.S.	About 11th August	Freight and Passage.
Kobe	W. W. COOK, R.M.S.	About 12th August	Freight only.
LONDON, &c.	F. R. SUMMERS	13th August	See Special Advertisement.
LONDON & ANTWERP, Via	G. W. GORDON, R.M.S.	About 19th August	Freight and Passage.
Shanghai and Kobe	P. H. W. SNOW	About 23rd August	Freight and Passage.

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P. & O. S. N. Co.'s Office, Hongkong, August 10, 1904.

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SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots. Having 3 to 7 days across the Pacific.

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R.M.S. EMPRESS OF INDIA 6000 Tons..... WEDNESDAY, Aug. 24, 1904.

R.M.S. EMPRESS OF JAPAN 6000 Tons..... WEDNESDAY, Sept. 21.

R.M.S. ATHLETIC 3800 Tons..... WEDNESDAY, Oct. 12.

R.M.S. EMPRESS OF CHINA 6000 Tons..... WEDNESDAY, Oct. 19.

R.M.S. TARTAR 4425 Tons..... WEDNESDAY, Nov. 2.

Hongkong to London, 1st Class.....via St. Lawrence £80, via New York £82.

Intermediate on Steamers..... £40, " " £42.

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Passengers booked through to all principal points and AROUND THE WORLD.

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For further information, Maps, Guides, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, PEDDER STREET.

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OPERATION IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

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ARABIA 4463 BAHLE August 25, 1904.

ARAGONIA 5168 SCHULDT Sept. 14, 1904.

NUMANTIA 4370 Oct. 10, 1904.

NICOMEDIA 4370 WAGNER Oct. 23, 1904.

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Hongkong, August 3, 1904.

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FOR ANPING, Via SWATOW AND AMOY

TAMSU, Via SWATOW AND AMOY

FOOCHOW, Via SWATOW AND AMOY

TAMSU, Via SWATOW AND AMOY

STEAMERS LEAVING

TRIFOS, Capt. H. KRAFT, THURSDAY, Aug. 11, at 10 a.m.

FRITHOF, Capt. H. A. HARALDSEN, SUNDAY, 14th Aug., at 10 a.m.

TRIUMPH, Capt. A. HANSEN, WEDNESDAY, Aug. 17, at 10 a.m.

M. STRUTZ, Capt. T. BRANDT, SUNDAY, 21st Aug., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

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T. ARIMA, Manager.

Hongkong, August 10, 1904.

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Steamers Tons Captains To Sail

HYADES 3763 Geo. Wright August 11.

SEAWHUT 3806 W. M. Smith August 31.

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Cargo only.

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The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 3808 tons | Capt. W. M. Smith | About 17th August.

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CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELEVATOR LIGHT, DOCTOR AND STEWARD.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in hold stowage.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

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GLASGOW AND LIVERPOOL ANTEOR 2nd September.

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FOR STEAMERS TO SAIL

LONDON, AMSTERDAM & ANTWERP MOYNE 16th August.

* GENOA, MARSEILLES & LIVERPOOL SARPEPH 20th August.

LONDON, AMSTERDAM & ANTWERP PALUD 30th August.

LONDON, AMSTERDAM & ANTWERP GLAUCUS 13th September.

* GENOA, MARSEILLES & LIVERPOOL IDONEUS 22nd September.

LONDON, AMSTERDAM & ANTWERP TYPES 30th September.

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FOR STEAMERS TO SAIL

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Hongkong, August 5, 1904.

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FOR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

NINGPO AND SHANGHAI. WHAMPOA 11th August.

SHANGHAI. SHAOHSHING 12th August.

SHANGHAI. WING 13th August.

CHINKIANG. CHANGCHOW 15th August.

MANILA. KAPOK 16th August.

CEBU. KAPOK 16th August.

SWATOW. KANSU 20th August.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

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PERLA 1930 A. H. Notley —

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THE new Twin Screw Steel Steamers K'WONG HOPE.

1,808 tons.....Capt. J. F. MARTIN.

1,238 tons.....Capt. H. W. WALKER.

Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4.00

Meals \$1.00 each.

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Fares (week days) 1st Class (including cabin and servants) \$3. Return Ticket \$6. 2nd class \$1. 3rd 50 Cents.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including 21st and dinner, either outward or at MACAO Hotel \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

What—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 24 hours to reach Macao.

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HONGKONG AVERAGE MARKET PRICES.

Snake, —Po Yu	9	國藥
Shrimps, —Ha	24	蝦米
Snapper, —Lap Yu	28	土鯊
Soles, —Tut Sa Yu	...	...	...	26	沙丁魚
Tench, —Wan Yu	...	...	...	14	旺口魚
Turbot, —Cho How Yu	...	...	...	16	左口魚
Turtles, small, fresh water, —Kerk Yu	...	...	...	70	兩地
White Bait, —Ngen Yu O	...	...	...	...	銀魚

Fruits.					菓子
Almonds, —Hung Yan	...	...	...	...	杏仁
Apples, (California), —Kam San Ping Kho	...	...	...	30	金山蘋果
— (Chefoo), —Tin Chun Ping Kho	...	...	...	18	天城蘋果

Outsuds—Fan Lai Chi ...	each—	香粉
Bananas, fragrant, Canton—San Shing		香蕉
Heung Chiu ...	3	山蕉
Bananas, (brides), Macao—San Heung Chiu	3	山蕉
Cheunguts, Chinese—Fong Lut ...	20	鳳凰
Carambols—Yeung Tuo ...	10	楊子
Coconuts, Yeh Tex... ..	9	椰子
Leimons, China—Fung Moong ...	10	檸檬
America—Kun San Ning Moon...	6	金山
Lichees, Dried—Lai Chi Con ...	15	荔枝
French	—	法蘭
Limes, (Saigon)—Sai Kung Ning Moong...	7	青檸
Mango, Manila—Lui Sung Moong ...	each—	芒果
Mango, Saigon—Sai Kung Moong ...	—	芒果

Man osteens,—San Chuk Tea	...	dozen	30	山竹子
Oranges, (Canton),—San Shing Tim Chang	...		30	省城大桔
Small,—Tai Kut	...	...	—	大白桔
Olives,—Pak Lam	...	...	5 6	青橄欖
Pears, (American),—Kam San Shut Li	...	...	—	金山梨
(Canton), Cooking,—Sai Li	...	...	8	沙梨
(Shanghai),—Sheung Hai Li	...	...	—	上海梨
Peanuts,—Fai Sang	...	...	10	花生
Pearmsims Large,—Hung Chie	...	...	25	紅柿
Pine-apples, 1st quality,—Sheung Poon Tin	...	...	—	紅波
Paw Law	...	each	10	本地波

Plantains, — Tai Cheu	...	...	2	大角
Plums, — Swatow. Hung Lai...	...	...	15	紅梨
Pumpkin, — Siam, — Chim Lo Yau	...	...	10	番瓜
Walnuts, — Hop Two	...	...	26	核桃
Green, — Sang Hop Tuo	...	...	—	生合

Vegetables, &c.

Artichokes, Shanghai — Sheouy. Hai Ah	...	...	...	...
Chi Cheuk	...	...	...	...

菜蔬

Beans, (French), Macao, — On Road 10	上海豆
(French), Shanghai, — Sheung Hai	
" Pin Tau	牙須
" Sprout, — Ah Choi	芽菜
" Long, — Tau Kok	黃芽菜
Beet Root, — Hung Choi Lau ... each 2	紅菜元
Brinjals, Green, — Ching Yee Koo	紅茄
" Red, — Hung Kor	紅茄
Brassica, — Pak Choi	白竹筍
Bamboo Shoots, — Cheuk Shun	竹筍
Cabbage, Chinese, com. — Kai Choy	芥菜
Cabbage Root, — Kai Lan Tau ... each —	芥蘭
Cabbage, (Shanghai), — Yeh Choi	芥蘭
Cane Shoots, bunch, — Kau Shun	芥蘭
Cauliflower, Large size, — Tai Yek Choi-fa each —	大芥蘭
" Medium size, — Cheung Yeh Choi-fa	中芥蘭
" Small size, — Sai Yeh Choi Fa	小芥蘭
Carrots, — Kam Shun	金磨
Celery, Chinese, — Tong Kan Chui	芹
" English, — Yeung	洋芹
" White, — Pak	白芹

紅花	" Red,—Hong Fa ...	...	...	7	紅花
綠豆	" Green,—Ching Lai Chiu ...	...	...	7	綠豆
水鴨	Curry Stalf, English, Ka Lee Chol Eto ...	...	...	6	水鴨
仔鴨	Cucumbers,—Ching Kwa ...	...	...	4	仔鴨
鴨	Bitter Squash,—Fu Kwa ...	...	...	4	鴨
鮮	Garlic,—Suen Tau ...	...	...	5	鮮
魚	Ginger, young,—Sun Tes Keong ...	...	...	5	魚
鮮	" old,—Lo Keung ...	...	...	4	鮮
魚	Horse Radish, S'hal,—Lik Kan ...	...	...	20	魚
鮮	Indian Corn,—Suk Mai ...	...	place	4	鮮
魚	Lettuce,—Young Sang Chol ...	...	'each	1	魚
鮮	Water Cucumber,—Ma Tai ...	...	...	7	鮮
魚	" Mandarin,—Kwei Lum Ma Tai ...	...	...	30	魚
鮮	Mushrooms, Fresh,—Sang Cho Kho ...	...	...	6	鮮
魚	Onions, Bombay,—Yong Ching an ...	...	...	3	魚
鮮	" Green,—Sang Chung ...	...	...	4	鮮
魚	" Shanghai,—Sengng Hoi Chung Tau ...	...	...	1	魚
鮮	" Japan,—Yut Poon ...	...	...	1	鮮
魚	Parasley,—Kun Cho ...	...	...	...	魚
鮮	Paraspe ...	...	...	...	鮮
魚	Gradus Pea,—Ho Lan Tau ...	...	...	...	魚
鮮	Green Pea,—Ching Tau ...	...	...	...	鮮

白粉麵	Potatoes, Sweet.—Fan Sha	...	...
白粉麵	"—Sheng Hui Sha Tse	...	2
將軍甲	Japan,—Ynt Poor Shu Tse	...	—
黃花魚	American,—Pe Ki	...	—
黃花魚	"—Foc Chow,—Yik Chan	on Tail	—
龍蝦	Macao,—Ook Moon	...	—
龍蝦	Pumpkin,—Toong Kwa	...	2
龍蝦	Rabbit,—Hong Lo Fat Tai	...	dolan
老雞	Radish (Fresh)—Tsi Wong	...	3
生豬	Eshalote,—On Chung Yau	...	6
生豬	Spinage, (Chinese)—Paw Choh	...	—
生豬	"—Yin Choh	...	4

茄	Tomatoes	— Fan Ker	...	...	...	5
菜	Taro	— Wu Tai	...	...	...	3
豆	Turnips	Funt, (long)	— Low Pak	...	...	3
菜	"	English	— Jeung Low Pak	place	...	...
豆	Vegetable Marrow	— Ohit Kwa	...	...	...	4
菜	Water Cress	— Sai Yeung Choi	...	...	...	15
豆	"	Lily root	— Lin Ngau	...	...	...
菜	Yams	— Ta Sh	...	...	...	3

H. A. JOHANSEN,
Acting Inspector of Markets

